

Historical Library

The Way to Build up Wrangell:  
Patronize Wrangell Merchants

# ALASKA SENTINEL.

Money Spent Here is Used Here;  
Send it East, and it is Gone

VOL. 6. NO. 50.

WRANGELL, ALASKA, THURSDAY, OCTOBER 1, 1908.

\$2.00 PER YEAR

## Department Store

### SPORTSMEN

Who are attracted to Wrangell more and more every year by the

### UNSURPASSED GOOSE AND DUCK SHOOTING IN THIS VICINITY

Can find at this store everything they need in the line of

### GUNS, AMMUNITION, AND SUPPLIES

No. 10 and 12 shells, loaded with "Infallible" Smokeless Powder and Chilled Shot

Remington Ejector Guns, Pump Guns, Other  
Guns, Tents and Stoves, Rubber Footwear  
Oiled Clothing and Mackinaws a Specialty

Motor Launches and Guides for Shooting Parties will be Engaged on Application

## F. MATHESON

General Merchant and Forwarding Agent



Stikine Tribe No. 5

Imp. O. R. M.

Meets Tuesday evening of each week at Red Men's Hall, Wrangell, Alaska. Sojourning chiefs always welcomed.

J. H. WHEELER, Sachem.

### WITH PENCIL AND SHEARS

Items of Interest Gathered From  
Here and There

WANTED.—I want to buy some logs for wood. Hemlock preferred, but will take spruce. GEORGE SNYDER.

Steamer Princess May called at Wrangell, Sunday, on her way south.

Frank Waterbury launched his new power boat last week, and she runs like a charm.

The Kayak left last Wednesday with the surviving Chinese and Japs from the wreck, whom she carried to Loring. Two of the Chinese, however, refused to go, preferring to take the inside route to Seattle.

That old walk leading to the jail from Sitkin Avenue was broken down again, Monday. If it is not soon replaced by a new one, somebody will get some bones broken one of these days, and the town will have damages to pay for.

While running to the roof fire at Pat Loftus' residence, last Thursday morning, J. H. Wheeler and Claire Snyder got tangled up with one of the fire carts and each received bruises. Mr. Wheeler received a wound on the forehead, and Claire had a tooth loosened up. Neither will die.

A petition has been circulated among Wrangell property owners, praying the Interior Department to set aside the objection raised to the settlement of the townsite survey by parties who claim that the Indians should be exempt from the requirements imposed on the white people. This writer signed the paper, and yet we believe that the petition is superfluous and unnecessary, as the instructions say plainly that the natives claiming property within the townsite shall pay their pro rata share of the cost of the survey, the same as the whites.

Frank Waterbury, Ed Lyons and Geo. Smith returned Monday with a fine load of ducks, geese and cranes from the flats. A crane, given to Frank by the SENTINEL, was kosh muck-a-muck.

Fred Stackpole went out to St. John's Harbor, Wednesday of last week, to tow in the little launch telephone, which had swamped through striking the rocks in a heavy sea. The little craft was barely bruised, but not beyond repair.

The Burnside went over into the Narrows for a day or two last week, to do a little work, and while the crew was busy on the job, Captain Stanford and some of the other officers took a turn at the waterfowl in Duncan Canal. Messrs. Parrott and Lyon, who accompanied the party, report good luck.

Mr. and Mrs. H. D. Campbell are at Lake Bay, where Mr. Campbell is doing some building which will probably demand his attention most of the winter. Mrs. Campbell expects to be gone from home about a month.

Charley Lott's little steamer Etolin was completely wrecked in Frederick Sound, a week or two ago. All hands got safely ashore.

Word reached here Tuesday of the wreck of the steamer Humboldt, which occurred in Deception Pass, near Vancouver Island, Monday, when the ship's steering gear failed to work, and the ship went full speed onto a rock. No lives were lost.

President Formann of the Alaska Packers' Association expresses his intention of prosecuting Captains Farmer and Hamilton for leaving the Star of Bengal to her fate. He had better hide somewhere, lest the hand of justice may strike where it rightfully should. A pot should never call a kettle black.

### WHERE IS CAPTAIN BRUCE

Some anxiety was felt here yesterday over the disappearance of Capt. Bruce. He is an old-timer in these parts, and was mate of the Hattie Gage at the time of the Wreck of the cannery ship. Up to the time these types were set he had not been seen since Friday, and some advance the theory that he has committed suicide through overwrought nerves. The last time he was seen, he had a roll of currency, and this gives rise to the belief that he has met with foul play.

Capt. N. J. Syndeth returned in the Seattle from Chatham, where he has been running a launch for the Myers cannery.

## IN HONOR OF THE DROWNED

Rev. Corser Lauds Heroism of  
Men on Star of Bengal

At a special memorial service held at St. Philip's church, last Sunday night, Rev. H. P. Corser said:

"In the appeal for help at the time of the great disaster at Galveston, were the words, 'Since it has pleased Almighty God to bring this disaster upon us.' On reading this appeal, a noted minister asked, 'Did the writer of the appeal fully understand? God sometimes sends trouble, but does all trouble come from Him?'

We admit that God may send trouble to chastise and call to repentance, but do not let us think for a minute that all trouble comes from Him. However, all trouble may be so used that it works for good. Let be, therefore, our purpose to use this great disaster in which the ship Star of Bengal and so many brave and good men were lost, that it will help us to a better life.

When the ship left port it was like the harvester bringing home the harvest. They were looking forward to their harvest home. Soon the storm arose. The men on board felt that they had a work to do to bring the valuable cargo safely home.

The significant part of the whole matter is that during the four hours that the ship lay at anchor off Coronation Island, all the men might have gotten safely ashore. Why did they not avail themselves of this opportunity for safety? They realized that if they deserted the ship, all chance of saving it was lost. So, to do their duty they risked their own lives.

Is not this something to be proud of? We read of heroes far away, but because their heroism is far away it does not seem so real. But when the heroism comes to our very doors, it seems much more real and the inspiration is much greater. What is the nature of this inspiration?

Do we not see in this incident an illustration of the truth that the greatest efforts of man are made without the hope of financial reward? Sometimes you hear it said that if you take away the hope of financial reward, you take away the one great incentive for man to advance. But this heroic devotion to duty on the part of the men in the Star of Bengal illustrates the fallacy of the idea that selfishness is the one motive that brings forth great deeds.

Further, this noble devotion to duty increases our opinion of human nature. We, no doubt, at times are prone to be like the old Quaker who had gone to and from the earth, and said after his return home, "Wife, I have been to and fro in the earth, and I have found that everyone except thee and me is queer; and thou art a little queer." When we get to feeling that way, how it cuts us ourselves off from humanity, and also from a belief in God as well! The man goes alone; and what can a man do alone? Therefore, anything like this great sacrifice, which makes us believe more in men, is a boon to us.

Still further, does not this incident inspire greater heroism in all our hearts? Let us, in this heroism, not simply be inspired with physical heroism. There are men who are not afraid of the wild, tossing, storm-swept sea; who are not afraid of the cannon's shot; who are put to flight by a snare, or made cowards by the prospective loss of a few dollars. Let us have more heroism in our every-day life.

My friends, all of you have more or less influence; much more than you will admit. There are those looking up to you for advice and guidance. You are a captain to them. When the mortal tempest arises, are you a true captain, or are you ready to desert the ship and leave those entrusted to you to be torn to pieces by the moral storms of life?

Then, further, what is your personal relation to your God?

Once I heard a man say of another who went into eternity without a tremor that he was a brave man. Was he? Suppose a man should try to sail a rough sea in a small boat, and be lost; is such a man a brave man? Would we not have some other word for him?

When the Master is with us, whether the latter end is at home among friends, or out on the sea, we do not go into the eternity alone. You have heard of when

## CITY STORE

DONALD SINCLAIR, Proprietor

has just received a new shipment of

### Men's Fall and Winter Clothing

in all latest styles, at prices to suit all

WE ARE SOLE WRANGELL AGENTS FOR

## WORK BROS. COMPANY

The largest made-to-order tailoring house in the world.

Come and have your measure taken by a practical tailor.

Best of style and fit guaranteed and the prices are right

## Don't You Know

that it is our earnest endeavor to place before the public

### The Best Quality

OF GOOD THINGS TO EAT

BEST THINGS TO WEAR

SAFEST AMMUNITION TO SHOOT

TRY US

St. Michael Trading Co.

Abraham Lincoln was going through a hospital, and a dying soldier boy said, "Stay with me awhile. It will not be so lonely to die." Then the busy president took the hand of the dying soldier and waited till the end.

So it is with us at the latter end. The Christ takes our hand and we do not go into eternity alone. So we close our services with tears for those who are gone, with a hope and an inspiration for the future."

Miss Ella Woods has gone to Ketchikan to take charge of St. John's Indian School, pending the arrival of the regular teacher, Miss Jones, from a visit to eastern points.

The Canadian Pacific Co. has chartered the freight steamers Northland and Alaskan from the Union Steamship Co. of Ketchikan.

SERIAL NO. 66  
SOLDIER'S ADDITIONAL HOMESTEAD ENTRY  
BY ASSIGNMENT  
U. S. LAND OFFICE  
Juneau, Alaska, Sept. 19, 1908.

NOTICE is hereby given that Lewis P. Hunt, whose postoffice address is Mankato, Minnesota, has filed his application for an additional homestead under Section 2305, Revised Statutes of the United States, granting additional lands to soldiers and sailors who served in the Army or Navy in the United States, and who have not yet had the right to enter the lands embraced in U. S. Survey No. 215, situated on the south shore of Shakan Strait, and more particularly described as follows:

Beginning at Corner No. 1, 15 links above high tide line of Shakan Strait, a stone marked Beg. Cor. No. 1 S. 215, whence U. S. Location Monument No. 1, 15 degrees 45 minutes 40 seconds E. of N. 30 degrees 40 minutes 40 seconds W., 42.67 chain to Cor. 4, on high tide line, thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 2, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 3, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 4, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 5, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 6, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 7, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 8, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 9, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 10, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 11, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 12, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 13, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 14, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 15, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 16, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 17, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 18, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 19, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 20, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 21, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 22, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 23, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 24, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 25, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 26, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 27, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 28, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 29, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 30, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 31, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 32, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 33, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 34, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 35, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 36, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 37, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 38, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 39, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 40, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 41, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 42, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 43, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 44, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 45, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor. 46, on high tide line of Shakan Strait, a stone marked S. 215; thence along said high water mark (1) N. 67 deg. 00 min. E., 30.44 chain, (2) S. 44 deg. 00 min. E., 42.67 chain to Cor. No. 47, a stone marked S. 215; thence S. 46 deg. 00 min. W., 19.34 chain to Co. No. 48, a stone marked S. 30 deg. 40 minutes 40 seconds W., 42.67 chain to Cor.





## ALASKA SENTINEL

THURSDAY, OCT. 1, 1908.

PUBLISHED EVERY THURSDAY BY  
GEORGE C. L. SNYDER

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### SUBSCRIPTION RATES

One Year, \$2.00  
Six Months, \$1.00  
Three Months, 75

ADVERTISING RATES  
Professional Cards, per month \$1.00  
Display, per inch \$1.00  
Locals, 10 cents per line, first insertion;  
6 cents per line, each subsequent insertion.

Cards of thanks, obituaries, etc., sent in  
for publication will be charged for at  
the rate of 10 cents per line.

JOB WORK  
This office is equipped for all classes of  
commercial job printing, and reasonable  
prices will be furnished upon  
application.

### WHO'S TO BLAME?

Whether or not Captain Wagner  
remains set in his purpose to have  
tug Captains Farrer and Hamilton  
punished for what he claims to  
have been cowardly desertion of  
a ship in distress, remains for the  
future developments to disclose.  
There is no doubt that somebody is  
to blame for the loss of the ship  
and the lives that went out with  
the wreck; but who is it?

Captain Farrer states that his  
tug, the Hattie Gage, was in an al-  
most helpless condition when he  
cut the hawser, and the entire crew  
corroborates his statement. The  
standing rigging on the tug had  
carried away, the smokestack was  
broken loose from its stays and  
would have gone adrift had the  
tug remained in the storm a short  
time longer. The boilers were  
swaying to and fro, bumping on  
the stanchions, and Fireman Frank  
Hansen says that it was with the  
utmost difficulty that he was able  
to keep up steam.

The Kayak was so light aft that  
her wheel was out of water a great  
part of the time, and during these  
intervals the seas and wind would  
check the momentum gained while  
the wheel was working. Thus it  
will be readily seen that the Kayak  
could not attain sufficient speed to  
give her steerage-way. So Captain  
Hamilton can not be blamed for  
not attempting to reach the ship.

Captain Wagner dropped both  
his anchors as soon as he saw the  
danger of going aground, but the  
chains were of no avail when the  
gale arose. Anyhow, nobody could  
be unreasonable enough to attach  
blame to the captain of a helpless  
ship in tow of two steamers.

Our impression is that if any-  
body is to be charged with this  
wreck, it should be the corporation  
which allowed the ship, carrying  
over a hundred human beings, to  
start to sea behind two wheezy  
tugs that could not (to use Captain  
Farrer's expression) pull a hen off  
her nest. We do not intend by  
this to attach blame to Supt. Bab-  
ler. He was not supplied with the  
proper tugs, and did only what  
any man could do in his place,  
obey orders, and do the best he  
could under the circumstances.

But the Alaska Packers' Association  
should not be excused from a  
portion of the blame. The Association  
has tugs that are capable of  
towing any ship to sea, and could  
have sent them here to tow out the  
Star of Bengal. But it would have  
cost a few dirty dollars to have  
sent the Chilkat, and in its eagerness  
and greed for gain the Association  
placed human life as a  
secondary consideration and per-  
mitted the ship and one hundred  
and ten souls to be lost upon the  
desolate, rocky shore of Coronation  
Island.

This corporation has been doing  
business in Alaska for many years,  
and knows that a storm (especially  
at this season of the year) is likely  
to come up at any time, and come  
quickly; from dead calm to howling  
tempest in fifteen minutes is a  
trait of Alaska's waters. It knows,  
or should have known, that the  
Hattie Gage was not a fit tug to

send to sea with that ship, when a  
gale was likely to occur. It knows  
or should have known, that the  
Kayak is not a capable steamer in  
heavy weather.

By the wreck of the Star of Bengal, widowed mothers have lost  
sons upon whom they depended for  
support; wives and little children  
have lost the husbands and fathers  
who were their all in all; young  
women's hearts are torn with grief  
over the loss of the lovers who are  
not the return to them. But the  
Alaska Packers care nothing about  
the tears and broken hearts. They  
have lost a vessel and cargo worth  
many thousands of dollars through  
the fault of grasping at the few  
palty dollars that it would have  
cost to bring the Chilkat here to  
take the ship to sea.

And we will prophesy that when  
the investigation is made, the Alaska  
Packers are left immune from any  
part of the blame.

Money is a powerful influence!

### FIGHT FIRE WITH FIRE

The press of Alaska is exerting  
itself, and devoting valuable space,  
in an endeavor to curtail the mail  
order business which is assuming  
such proportions in Alaska. We  
copy from the Juneau Transcript  
the following sensible argument:

"Apropos of the mail order busi-  
ness, a recent issue of a trade journal  
hits the nail pretty squarely on the  
head when it declares that those  
business houses which suffer  
most seriously through competition  
through the mails are themselves  
largely to blame. The mail  
order house is merely entering a  
door which the sleepy home  
merchant has left open. These big  
concerns secure the names of the  
merchants' customers and place in  
their hands a catalogue with attrac-  
tive prices, and they see many  
articles which they had not thought  
of buying, but which they really do  
buy because the description and  
the price appeal to them.

The merchant can secure these  
catalogues and offer his goods at  
even less prices than there listed,  
freight considered, and the customer  
can see the goods before buying. The merchant has only to  
demonstrate this to the customer  
and he can do this either by means  
of a catalogue of his own or thro'  
newspaper advertising, or both.

This will naturally be met by  
the argument that the local merchant  
can not afford the cost of a  
catalogue; that the printing bill  
would eat up all the profits on the  
merchandise sold by its means.

But this is an erroneous view. It  
is not to be expected or desired  
that the local merchant will get  
out a bulky catalogue, such as sent  
out by the mail order house. He  
can, however, go over the mail  
order catalogue, selecting those  
items which experience shows him  
are apt to attract the customer.

He can make his own prices on  
such goods, and either advertise  
them in the local paper or have  
made up a small folder or circular  
which can be mailed to every buyer  
in town. This circular can be  
made a very inexpensive proposition,  
so far as the printing goes, and  
coupled with the telling argument  
that the purchaser can see the  
goods before he pays for them,  
will undoubtedly save to the local  
merchant a large proportion of the  
business now going to mail order  
houses in the east."

Because this happens to be a  
presidential year, don't sit down  
and fold your hands in resignation  
to that ancient and time-worn cry  
of the dyspeptic, that business goes  
to the devil because of this fact. If  
just the business men to whom this  
paper goes were to take that stand,  
they alone would exercise a  
wonderfully depressing influence on  
business. But, if just this same  
number of men were to throw off  
this old voodoo of superstition and  
get out and push, talk sanely, act  
sanely, dig for old business, create  
something new in their own busi-  
ness, and cast off that chief mourn-  
er expression, they would be agree-  
ably surprised at the result. For  
remember this fact: This country  
is too big, too solid, too sound at  
the core, for any one man or party

to come up at any time, and come  
quickly; from dead calm to howling  
tempest in fifteen minutes is a  
trait of Alaska's waters. It knows,  
or should have known, that the  
Hattie Gage was not a fit tug to

send to sea with that ship, when a  
gale was likely to occur. It knows  
or should have known, that the  
Kayak is not a capable steamer in  
heavy weather.

A Juneau paper meant to say  
that a certain man had a bad cold  
caused by sleeping too close to a  
window. The compositor left the  
"n" out of the last word, and the man  
went after the editor with a big club.

Don't waste any time trying to  
get something for nothing. Adam  
got the apple without money and  
without price—and you know his  
finish.

The man who hasn't the sand to  
acknowledge his own mistakes,  
makes a poor impression when he  
grills a subordinate for the same  
thing.

Every business is susceptible to  
improvement through some kind  
of advertising. The wrong kind is  
as expensive as bigamy.

However, it begins to look bad  
for "Uncle Joe." The Illinoisans  
are apt to give him a long rest  
from his duties at Washington.

The difference between a good  
fellow and a good thing is that the  
first has money and the second  
had it.

### BOOST!

### CHURCH DIRECTORY

PRESBYTERIAN CHURCH  
Interpreted Service, 10:30 A. M., Sunday.  
Sunday School, 2:00 P. M., Sunday.  
Christian Endeavor, 7:30 P. M., Sunday.  
Midweek Interpreted Service, 7:30 P. M., Wednesday.  
Midweek English Service, 7:30 P. M., Friday.  
Library Association meeting in library rooms the  
first Tuesday in each month at 7:30 P. M.  
J. S. CLARK, Pastor.

ST. PHILIP'S-EPISCOPAL  
Holy Communion, first Sunday in each month, at  
10:30 A. M.  
Morning Service (Other Sundays) interpreted for  
Natives, 10:30 A. M.  
Junior Christian Endeavor, 11:30 A. M.  
Bible School, 2:00 P. M.  
Service in Norwegian about every fourth Sunday  
at 4:30 P. M.  
Evening Prayer and service, 7:30 P. M.  
Service in Norwegian every Sunday evening.  
Native prayer meeting each Wednesday evening.  
Service of Song, Friday evening, 7:30.  
Native Choir, Saturday evening.  
Free Night School every evening, except Sat.  
HARRY P. CORSER, Rector.

SALVATION ARMY

Regular Meetings Tuesday and Friday, 7:30 P. M.  
Knee Drill, Sunday morning, 7:30.

Service, 10:30 A. M.

Sunday School, 2:00 P. M.

Regular service Sunday evening, 7:30.

EMMA MILLER, Corps Commander.

ROBT. SMITH, Adjutant.

THOS. TAMAREE, Sergeant-Major.

BRUNO GREIF, Proprietor.

Electric Light and Steam  
Heat Throughout

WRANGELL HOTEL

LYNCH & GRANT  
PROPRIETORS

BAR AND DINING ROOM IN CONNECTION

Pool, Billiard and Card  
Tables

Courteous Treatment Always  
Assured

Everything New, Clean and  
First Class

Alaska Fish and Cold Storage Co.

Packers and Curers of

Fresh and Frozen Salmon and Halibut

Highest Market Prices paid for Fish

Plant at Kems, Wrangell Narrows, Alaska. Address Com-  
munications to Wrangell, Alaska

BANDO BROTHERS

WRANGELL MARBLE

WORKS

Keep in stock a fine line of mon-  
uments and slate manufactured  
from the best product of the

Ham Island Marble Quarry

Stones securely crated for ship-  
ping to all points in Alaska.

LOWERY & WOODBRIDGE

WRANGELL, ALASKA

RAW FURS

WE PAY

HIGH PRICES FOR FINE FURS

WRITE FOR PRICE LIST

PERCEY'S FUR HOUSE

Oshkosh, - Wisconsin

SHIP YOUR

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